

**BENTON & COUNTY.**

OFFERS THE

**Greatest Inducements**

—TO—

**HOMESEEKERS**

—AND—

**Investors.**

Benton county has an area of about twelve hundred square miles, and extends through from the Willamette river to the Pacific ocean. The coast mountains traverse the county north and south through the middle, thus giving it widely diversified characteristics. On the western slope there are a number of small valleys that are considerably improved. Chief among these is the Alsea valley, in the south-western part of the county, which is about fifteen miles long and four miles wide, and is well adapted to general farming, fruit growing, dairying and stock raising. There are located in this valley two grist mills, two salmon canneries, and several small lumber and shingle mills. Constant vessels ascend the river a number of miles and ply a lucrative trade. The Yaquina valley, further north, is a similar country, and it has the advantage of being on the railroad, which runs down the valley to the bay. Yaquina is a town of about four hundred inhabitants, situated on the bay of the same name at the mouth of the river, and its shipping facilities as the terminus of the Oregon Pacific railway on tide water make it an important place. It has the best harbor on the coast between San Francisco and the Columbia river, and the nearest harbor to the Willamette river. The government is improving this harbor to meet the growing demands of commerce. The railway company has a line of steamers plying between Yaquina and San Francisco, and coasting vessels do more or less business there. The only bank in the county outside of Corvallis is located there. A few miles down the beach is the Seal Rock summer resort, which is well patronized every season and is rapidly gaining in popularity. Newport is an incorporated town about the same size as Yaquina. It is a few miles nearer the ocean and is quite widely known as a summer resort. The Siletz Indian reservation takes in a small portion of the northeastern part of the county. The western slope of Benton county is not so well settled as that portion in the Willamette valley, but it contains many choice tracts of farming land and vast forests of valuable timber.

In the Willamette valley portion of the county there are several sub-valleys, separated by low hills that are not too rough for cultivation. In the northern part of the county are Blodgett's and King's valleys, drained by the Luckiamute river. The King's valley settlement is the larger of the two, and includes a considerable area of well-developed country. The Mary's river valley is the largest in the county and comprises the country about Corvallis and extending westward into the mountains fifteen or twenty miles distant. Then the Long Tom country occupies an important portion of the southeastern corner of the county. All these small valleys are merely portions of the rich Willamette valley, the divisions between them being somewhat imperfectly defined watersheds trending from the mountains to the river.

On the Willamette slope the forests decrease as the river is approached. The mountains are, for the most part, heavily timbered with white fir, cedar and yew, and down the slopes are maple, ash, oak, alder and balsam. Nearly all localities of medium altitude bear a light growth of oak and maple. All the creek bottoms have ash, alder and balsam. This entire list of wood is suitable for manufacturing purposes, such as lumber, furniture, woodenware, etc.

Benton county has by no means reached a state of full development. Its agricultural resources, which are chief, are susceptible of great growth, and it needs many more people than it now has to till the soil. The land is very productive. No section of the west excels this county in the abundance and variety of its farm products. The climate is mild and healthful, with the same pleasant features that characterize the climate of the Willamette valley in general. The summers are dry and moist and extremes of temperature are unknown. The climate of the portion west of the mountains is a little more moist than in the valley, and vegetation is green there the entire year. Sometimes there is snow in the valley for a very brief time in winter. During nearly half a century that Benton county has been cultivated there has not been a single failure of crops and the ordinary yields are proverbially large. All the common grains, vegetables and fruits are raised, and even the more sensitive grapes and peaches are successfully grown. The fruit interests could easily be quadrupled by the establishment of curing facilities. There are large quantities of cultivable land still unoccupied on both sides of the mountains, but the western slope has fewer settlers than the eastern, because it is a newer section and has not the many conveniences of the valley. For grazing purposes, the foothills of the mountains contain the choicest lands; but for cultivation the more level surface down in the valley is preferred, and such farms may be obtained in good locations near market for from \$15.00 to \$50.00 per acre. Improved farms, of course, cost more than the wild lands. Many of the land holders now own hundreds of acres more than they can use, and they are now manifesting a desire to cut up these large tracts and dispose of the surplus land to immigrants seeking homes in the west. This section has superior attractions for home seekers, and it is that class of people more than any other that is becoming interested in Benton county.

**A SAD ACCIDENT.**

Western Judge: "You are charged, sir, with being the leader of a party that hunted down and lynched a horse thief. The days have gone by when citizens of this great commonwealth can take the law into their own hands, hence your arrest. What have you to say?" Prominent citizens: "I ain't guilty, Judge. I'll tell you how it was. We caught the feller and tied his hands and feet. Nothin' wrong about that, was there, Jedge?" "No, that was no noubt necessary." Wall, Jedge, there was a storm comin' up and we couldn't spare him an umbrella very well and so we stood him under a tree. That was all right, wasn't it?" "Certainly." "Wall, the clouds kept gatherin' an' the wind was purty high, and we didn't want him blown away, so we tied a rope around his neck and fastened the other end to the limb above—not tight, Jedge, jest so as to hold him—and we left him standin' solid on his feet. Nothin' wrong about that, was there?" "Nothing at all." "Then I kin be excused, can't I?" "But the man was found suspended from that tree and stone dead the next morning." "None of us had anything to do with that, Jedge. You see we left him standin' there in good health and spirits, for we give him all he could drink when we said 'good-by;' but you see durin' the rain came up an' I s'pose the rope got purty wet an' shrunk a couple o' feet. That's how the sad accident happened, Jedge."—New Weekly.

**HOW TO MAKE SHOES LAST WELL.**

I have only one hobby, and that is shoes, or, rather, a peculiar fashion I have of wearing them. I used to think that a man got the best service out of a shoe by putting on the best pair a shoemaker could make him and wearing them constantly until the leather gave way somewhere, but now I think it is the most extravagant way of dressing the feet. I am never without three or four pairs of shoes in good wearable condition. I never wear the same pair two days in succession, and at least once a month I go over each pair with a brush dipped in vaseline.

Thus, with three pairs of shoes, I give each shoe one day of work and two days of rest, and the leather has time to regain its elasticity and stretch out the wrinkles the foot has made. These wrinkles become breaks in the leather when the shoe is continually worn. The vaseline is better than any oil for fine leather. I used to wear out four pairs of \$8 shoes a year, one at a time. The same number now lasts me two years.—St. Louis Globe-Democrat.

**MEASURES AND CONTENTS.**

A barrel requires a measure 24 inches long by 16 inches wide and 28 inches deep.

One peck requires a measure 8 inches by 8 2-5 inches square and 8 inches deep.

One gallon requires a measure 8 inches by 8 inches square and 4 1 5 inches deep.

Half a bushel requires a measure 16 inches by 8 2-5 inches wide and 8 inches deep.

Half a gallon requires a measure 8 inches by 4 inches square and 4 4 5 inches deep.

Half a barrel requires a measure 24 inches long by 16 inches wide and 15 deer.

One ton of coal requires a measure 3 feet long, 3 feet 5 inches wide, and 2 feet 8 inches deep.

**THE PROGRESS OF LANGUAGE.**

The progress of languages spoken by the different nations is said to be as follows: English, which at the commencement of the century was only spoken by 22,000,000 of people, is now spoken by 100,000,000; Russian is now spoken 68,000,000, against 30,000,000 at the beginning of the

century. In 1800 German was only spoken by 35,000,000 of people, to day over 70,000,000 talk in the same language that William II. does. Spanish is now used by 44,000,000 of people, against 30,000,000 in 1800; Italian by 32,000,000, instead of 18,000,000; Portuguese by 13,000,000 instead of 8,000,000.

This is for English an increase of 312 per cent; for Russian, 120 per cent; for German, 70 per cent; for Spanish, 36 per cent, etc. In the case of French the increase has been from 34,000,000 to, 46,000,000, or 36 per cent.

**TIN SOLDIERS ON A LARGE SCALE.**

Great artistic excellence has been reached in Europe in the manufacture of tin soldiers. A German military officer has found it possible to represent military operations on a large scale by their means. He has collected 35,000 tin soldiers belonging to every branch of the service and completely equipped, and has displayed them on a platform in the Keapten barracks, to illustrate a siege conducted in accordance with the best teaching of modern tactics. The scenery and other appurtenances have all been supplied by toys in common use, and the picture is said to be marvelously perfect. A French garrison, of course, occupies the fortress and naturally is compelled to surrender.

**A SOLEMN CONJUNCTION.**

At the club one evening last week several members were expressing their opinions as to the probable effect of the Australian system of voting. One thought it would help one party and another thought it would have the opposite effect. Another thought it would decrease the total vote, while another expressed the opinion that it would have no appreciable effect in that direction. "I tell you what it is, fellows," said one, who had been listening; "you don't know anything about it. When a man is alone with his God and his leadpencil you can't tell what he'll do."—Boston Budget.

**THANKFUL FOR SMALL FAVORS.**

One of the church letters read at the annual meeting of the Philadelphia Association contained this: "We are spiritually dead, but we thank God that things are with us as they are."

The Rev. Dr. Murdock turned to Rev. J. T. Beckley, D. D., and said: "That reminds me of a young man who arose in my meeting when I was a young pastor and said: 'Brethren, I am a great sinner, and I am determined to hold out to the end.'"

**UNION PACIFIC RY.****"Columbia River Route."**

Trains for the East leave Portland at 7:00 a. m. and 9:00 p. m. daily.

Tickets to and from principal points in the United States, Canada, and Europe.

ELEGANT NEW DINING CARS

PULLMAN PALACE SLEEPERS.

Free colonist sleeping cars run through on Express trains from Portland to

OMAHA, COUNCIL BLUFFS, and KANSAS CITY.

Free of Charge and without Change.

Close connections at Portland for San Francisco and Puget Sound points.

For further particulars inquire of any Agent of the Company or T. W. LEE, G. P. and T. A. C. S. MILLER, Portland, Oregon. Traffic Manager.

The easiest way for a good wife to get along pleasantly is to practice what her husband preaches.—Atchison Globe.

**Children Cry for****Pitcher's Castoria.****Corvallis Grange, No. 242,**

CORVALLIS, OREGON, 1890.

1:30 P. M.

FEBRUARY 1.

OPENING EXERCISES.

BUSINESS SESSION.

MUSIC.

"SOME OF THE BENEFITS DERIVED FROM THE GRANGE."

LECTURE

(Discussed by Members Present.

Mrs. L. Wilson

SELECT READING.

MUSIC.

FEBRUARY 15.

MUSIC.

BUSINESS SESSION.

MUSIC.

"READING MATTER FOR THE HOME."

Prof. W. W. Bristow

ESSAY, "HOME AND ITS AFFAIRS."

Mrs. H. T. Farnsworth

SELECT READING.

Mrs. S. L. Saxon

MARCH 1.

BUSINESS SESSION.

INSTRUMENTAL MUSIC.

PAPER, "HOW SHALL OUR ROADS BE IMPROVED?"

Prof. Bristow

DISCUSSION, LED BY A. B. MULEY AND E. ELLIOT.

J. D. Johnson

DECLAMATION.

MUSIC.

MARCH 15.

OPENING EXERCISES.

BUSINESS SESSION.

INITIATION.

MUSIC.

"PRUNING FRUIT TREES."

Prof. E. R. Lusk

DISCUSSION, LED BY GEO. TAYLOR.

Mrs. Geo. Taylor

SELECT READING.

MUSIC.

MARCH 29.

MUSIC.

BUSINESS SESSION.

INITIATION.

MUSIC.

BANQUET AND SOCIAL MEETING.

APRIL 5.

MUSIC.

BUSINESS SESSION.

MUSIC.

"BENEFICIAL BIRDS AND INSECTS."

Prof. F. L. Wainwright

(Discussed by Members Present.

Mrs. J. D. Johnson

SELECT READING.

DECLAMATION.

APRIL 19.

BUSINESS SESSION.

MUSIC.

"FARM CROPS FOR WILLAMETTE VALLEY."

Worthington

(Discussed by E. L. Shedd and others

Miss Alice Henning

ESSAY.

READING.

MUSIC.

All papers and essays are open for discussion.

**OFFICERS:**

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A. S. L. Y. WILSON.

T. W. CREEK.

G. E. ELLIOT.

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VIA

**Southern Pacific Company's**

—LINE—

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Time Between

**ALBANY and SAN FRANCISCO**

35 HOURS.

California Express Train San Daily

PORTLAND and SAN FRANCISCO.

SOUTH.		NORTH.	
Lv Portland	4:00 p. m.	Lv San Francisco	7:00 p. m.
Lv Albany	8:15 p. m.	Lv Albany	6:45 a. m.
Ar San Francisco	7:45 p. m.	Ar Portland	10:45 a. m.

Local Passenger Train, Daily, except Sunday

Lv Portland	8:00 a. m.	Eugene	9:00 a. m.
Lv Albany	12:40 p. m.	Lv Albany	11:35 a. m.
Ar Eugene	2:40 p. m.	Ar Portland	3:45 p. m.

Lebanon Branch.

8:30 p. m.	Lv Albany	Ar	6:30 a. m.
9:00 p. m.	Lv Albany	Ar	5:45 a. m.
11:50 p. m.	Lv Albany	Ar	9:25 p. m.
2:30 p. m.	Lv Albany	Ar	8:40 p. m.
7:30 a. m.	Lv Albany	Ar	4:25 p. m.
8:22 a. m.	Lv Albany	Ar	3:40 p. m.

—Pullman Buffet Sleepers.—

**TOURIST SLEEPING CARS,**

for accommodation of second-class passengers, attached to Express Trains.

The S. P. Co.'s Ferry makes connection with all the regular trains on the East Side Division from foot of F street.

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Mail Train. Daily Except Sunday.

LEAVE.		ARRIVE.	
Portland	7:30 a. m.	Corvallis	12:25 p. m.
Corvallis	1:30 p. m.	Portland	6:20 p. m.

At Albany and Corvallis connect with trains of the Oregon Pacific Railroad.

Express Train. Daily Except Sunday.

LEAVE.		ARRIVE.	
Portland	4:50 p. m.	McMinnville	8:00 p. m.
McMinnville	8:45 a. m.	Portland	9:00 a. m.

THROUGH TICKETS

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For full information regarding rates, maps

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Oregon Pacific Railroad and

Oregon Development Co.'s

**STEAMSHIP LINE.**

235 Miles Shorter; 20 Hours Less time than by any other route. First class through passenger and freight line from Portland all points in the Willamette valley to and from San Francisco, Cal.

The Oregon Pacific steamboats on the Willamette river division will leave Portland, south-bound, Monday, Wednesday and Friday at 6 a. m. Arrive at Corvallis on Tuesday, Thursday and Saturday at 3:30 p. m. Leave Corvallis, north-bound Monday, Wednesday and Friday at 8 a. m. Arrive at Portland Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday, both north and south-bound boats lie over at night at Salem, leaving there at 6 a. m.

TIME SCHEDULE (except Sundays.)

Leave Albany 1:00 p. m. Leave Yaquina 4:45 a. m.

Leave Corvallis 1:40 p. m. Leave Corvallis 10:35 a. m.

Arrive Yaquina 5:30 p. m. Arrive Albany 11:10 a. m.

Oregon &amp; California trains connect at Albany and Corvallis. The above trains connect at Yaquina with the Oregon Development Co.'s line of steamships between Yaquina and San Francisco.

This Company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all

Willamette valley points can make direct

connection with the trains of the Yaquina

route at Albany or Corvallis, and if destined

to San Francisco should arrange to arrive at

Yaquina the evening before date of sailing.

Passenger and freight rates always the

lowest. For information apply to D. W.

Cummins, freight and ticket agent, Corvallis,

or to C. C. HOGUE,

Acting Gen. F. and P. Agent, Oregon Pa-

cific Railroad Co., Corvallis, Or.

C. H. HASWELL, Jr.,

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Two fast trains daily! No change of cars!

Shortest line to Chicago and all points

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The Northern Pacific railroad is the only

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ace dining cars meals 75 cents.

See that your tickets read via the North-

ern Pacific railroad and avoid change of

cars.

Leave Portland at 10:40 a. m., and 2 a.

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PACIFIC DIVISION—Trains leave

Front and G street daily at 11:00 a. m. and

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